COUNCIL REPORT

CITY OF MOUNTAIN VIEW

AGENDA: February 24, 2009

7.1

CATEGORY: New Business

DEPT.: Public Works

TITLE: High-Speed Rail Environmental Impact Scoping Comments

RECOMMENDATION

1. Authorize the Mayor to forward to the California High-Speed Rail Authority the City's comments on the scope of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

2. Authorize the Mayor to sign a joint letter to the California High-Speed Rail Authority from several Peninsula cities requesting the Authority coordinate urban design issues affecting their communities.

3. Authorize the City Manager or designee to execute a contract with consultants for urban design and engineering assistance related to the High-Speed Rail project in an amount not to exceed $100,000, funded from the Rengstorff Avenue Grade Separation Environmental Study, Project 09-28.

FISCAL IMPACT

There is no fiscal impact in forwarding the City's comments regarding the upcoming environmental review process. Funds are available in the Rengstorff Avenue Grade Separation Environmental Study, Project 09-28, to hire a consultant team to provide technical assistance, monitoring and represent the City's urban design and engineering interests in the High-Speed Rail process.

BACKGROUND

In November 2008, the California voters approved a $9.95 billion bond measure to finance environmental clearance, preliminary engineering, design, right-of-way acquisition and partial construction of an 800-mile, two-track, high-speed rail (HSR) facility between Northern and Southern California. The HSR system will be fenced for security and safety and will be grade-separated at roadway crossings. No roads will be closed unless a municipality requests it.

The rail line will be electrically powered with an overhead catenary system similar to the light rail and follow the Caltrain alignment between Gilroy and San Francisco. Caltrain will use a separate catenary system funded by the bond measure and operate on a separate set of tracks.

On the Peninsula, the trains will travel at a top speed of about 125 miles per hour. In the Central Valley, trains will reach their fastest speed of 220 miles per hour. The trains will stop in San Jose, Millbrae and San Francisco. Palo Alto and Redwood City are under consideration as alternate stops, but a decision would not be made for some time when the EIR/EIS is completed.

The California High-Speed Rail Authority (CHSRA) plans to form city and transportation agency working groups to coordinate with cities and the VTA, Caltrain, County Roads, BART and other agencies. The CHSRA is planning quarterly meetings with updates on progress and opportunities for input. The CHSRA has also hired an environmental consultant, separate from the environmental consultant preparing the EIR/EIS, to meet with and ensure representation of each city's interests between San Jose and San Francisco. This step is most unusual and represents a good-faith effort by the CHSRA to work fairly with the jurisdictions along the line.

ANALYSIS

The CHSRA recently held three scoping meetings in the San Francisco Bay Area and asked for written comments on the proposed environmental documents. The original deadline for comments, March 6, 2009, has been extended to April 6, 2009, following a request from the City of Palo Alto. City staff and elected officials attended the January 29, 2009 scoping meeting in Santa Clara.

Purpose of Environmental Scoping Comments

Scoping comments are sought from the general public, local agencies and anyone potentially impacted by the proposed project. The comments help guide the project sponsor in analyzing probable environmental impacts caused by the construction and operation of the project. Comments also help determine project alternatives for evaluation. In most cases, the next opportunity to comment on a proposed project is when the draft environmental document is released for review.

Implications to Mountain View

The impacts of a HSR line through Mountain View could be far-reaching. To assure the City's interests are represented, a three-tiered strategy is recommended:

- Acting independently to advocate and protect the City's interests.
- Participating regionally with other Peninsula cities.
- Retaining a consultant team to provide technical assistance and support.

City Scoping Comments

City staff has assembled draft scoping comments for Council to consider centering on three topic areas, including General Comments, the Castro Street/Moffett Boulevard area and the Rengstorff Avenue area (see Attachment 1).

General Comments cover the City's concerns about HSR dividing the community visually and with physical barriers and possible noise impacts during construction and while operating the completed facility.

The Castro Street/Moffett Boulevard comments cover several topics. The first comment asks CHSRA to evaluate all possible grade separation alternatives as well as moving the HSR tracks onto Central Expressway to avoid impacts to the downtown and station area. The next few comments concern downtown businesses and residents, with emphasis on preserving the area's unique, thriving businesses, urban design and historic resources. The vehicular and pedestrian access to downtown should not be disrupted and the ability to implement potential gateway improvements at Moffett/Central should be preserved. At the Transit Center, impacts to the existing facilities should be avoided or minimized and the Caltrain parking lot should be preserved for a future 600- to 700-space parking structure. Additionally, Caltrain service should not be impacted.

The Rengstorff Avenue comments suggest the CHSRA use the grade separation option approved by Council in 2004 that leaves the tracks at grade level and depresses Rengstorff Avenue and advise that safe pedestrian and vehicular access should be maintained on Rengstorff Avenue. A background memorandum (Attachment 2) is attached describing the feasibility study and Council decision.

Peninsula Cities—Regional Approach

Several Peninsula cities have been meeting to organize as a regional forum to discuss topics of common interest related to the HSR design, construction and operations. They have proposed several actions, the first being to submit the attached letter (Attachment 3) to the CHSRA, requesting they work with the cities on urban design concepts and track alignment alternatives.

The Peninsula cities are exploring the concept of a Memorandum of Understanding (MOU) between themselves and a second MOU between the Peninsula cities and the CHSRA. The purpose of the first MOU is to become a more formally recognized group with a structure defining its goals, voting structure and spokesperson. The second MOU would define the Peninsula cities group as the "the primary political negotiating team" between them and the CHSRA. Each city would retain its right to disagree with the other cities and to put forward its own position on any point. At this time, there is no further information about either

proposed MOU and the final purpose and structure are unclear. At this point, it would not be appropriate for Mountain View to participate in such an MOU, if one were to be developed.

Consultant Assistance to Represent City Interests

City staff does not have the capacity or technical expertise to adequately ensure the City's interests are represented throughout this process. Consultant assistance in urban design and engineering is needed to support the City Council and staff in this effort. Several other cities are considering consultant assistance, and Palo Alto already has a land use consultant monitoring the project. City staff would contact engineering and design firms not working on the HSR project and ask for a proposed scope of work along with an hourly charge rate. Staff will select the best qualified firm and work with them during the three-year period CHRSA is expected to take to complete the environmental study.

PUBLIC NOTICING—Agenda posting.

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JJ-MAF-MA/2/CAM
907-02-24-09M-E-1^

Attachments:
1. Draft Comments
2. Rengstorff Grade Separation Memorandum
3. Peninsula Cities Letter

cc: TPM, PP, File

DRAFT
CITY OF MOUNTAIN VIEW
SCOPING COMMENTS TO THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STUDY (EIR/EIS)

February 24, 2009

GENERAL COMMENTS

Avoid Dividing the Community

The City of Mountain View (City) is bisected by the Caltrain Corridor (Corridor) that creates a partial barrier to the movement of pedestrians, bicycles and vehicles. Residential and commercial areas exist on both sides of the Corridor and the free flow of vehicles and pedestrians is essential to maintain a connected community. The City is concerned that the high-speed rail (HSR) project (Project) will include visual and physical barriers such as berms, elevated structures, catenaries, fences and walls that will further divide the community.

The EIR/EIS must consider the impacts of visual and physical barriers and the project should avoid structures that appear to or actually divide the community.

Noise

The City is largely built-out with few remaining vacant parcels and a wide mix of land uses, densities and intensities adjacent to existing transportation facilities, including the Corridor. Residents and businesses are already sensitive to the noise impacts of the Caltrain operation on the Corridor. As City residents increasingly try to save energy by opening windows to naturally ventilate buildings and as residential densities increase along the Corridor, sensitivities to noise are increasing.

The EIR/EIS should carefully study noise impacts of the proposed Project both during and after construction and should identify mitigation measures to address impacts and implement proven design practices; the Project should not generate additional noise to existing residents and businesses along the Corridor.

Right-of-Way

The Caltrain Corridor parallels Central Expressway on the south as well as local streets, businesses and residential parcels. The purchase of properties and relocation of residents or businesses for the Project may have a significant impact on the community.

The EIR/EIS should carefully evaluate the impact of purchasing properties and relocating residents and businesses to implement the Project.

CASTRO STREET/MOFFETT BOULEVARD AREA

The City has an historic downtown commercial/residential area and multi-modal transit station near the Caltrain Corridor and along one of the at-grade crossings of the Corridor. The potential impacts of the Project on the City's downtown may be significant and our comments are divided into four categories as follows:

CASTRO STREET/MOFFETT BOULEVARD

Castro Street/Moffett Boulevard is a major north/south arterial for vehicles, pedestrians and bicycles. Public, commercial and residential uses are along Castro Street and Moffett Boulevard near the Corridor, so grade separation of this crossing will be very challenging.

The EIR/EIS should consider all possible alternatives for grade separating Castro Street/Moffett Boulevard and the Corridor, including, but not necessarily limited to:

- **Depressing the HSR tracks beneath Castro Street/Moffett Boulevard.**
- **Depressing all rail facilities beneath Castro Street/Moffett Boulevard.**
- **Depressing Castro Street beneath the tracks.**
- **Completely or partially elevating rail facilities above Castro Street/Moffett Boulevard.**
- **Closing or rerouting Castro Street/Moffett Boulevard.**
- **Moving the HSR tracks onto Central Expressway to avoid impacts to the downtown and station.**

DOWNTOWN BUSINESSES AND RESIDENTS

Downtown Business Concerns

Downtown businesses in the 100 block (between the Corridor and Villa Street) thrive due to existing Castro Street frontage which provides direct pedestrian access to the businesses and on-street parking.

The EIR/EIS should consider impacts to the viability of businesses near the Corridor, such as the 100 block of downtown, including, but not limited to, pedestrian and

vehicle access, parking and visibility. The Project should not adversely impact the viability of businesses near the Corridor.

Urban Design Impacts

Downtown Castro Street, including the 100 block adjacent to the Corridor, is made up of primarily one- and two-story buildings. The scale and location of these buildings help contribute to the successful urban design and the "look and feel" of the downtown, which is highly valued by our community.

The EIR/EIS should consider the impact of the Project on its urban setting and the Project, particularly above-grade improvements, should not adversely impact this existing urban design setting.

Historic Resource Impacts

The 100 Castro Street block includes a number of historically significant buildings. These buildings are valued by the community and contribute to the charm of downtown Mountain View. On the Moffett Boulevard side of the Corridor the Adobe Building is also an historic resource that was recently renovated for community use.

The EIR/EIS should consider the impact of the project on historic resources and the Project should not adversely impact the historic setting of the 100 block of Castro Street or the Adobe Building.

CIRCULATION

Vehicle Access and Flow

The City's downtown street network provides convenient and accessible vehicle access in an interconnected grid system of streets. This grid system disperses traffic throughout the grid with multiple access points, ensuring relatively free-flowing traffic. Beyond Castro Street, many downtown streets are narrow residential streets and residents are sensitive to increased traffic volume and speed.

The EIR/EIS should consider the impact of the Project on the downtown Mountain View street network and the Project should not disrupt the flow and access of vehicles in the area or create other adverse impacts to residents and businesses downtown.

Pedestrian Access Impacts

The City values pedestrian access and convenience in the 100 block area and throughout the downtown. Downtown residents and businesses depend on easy pedestrian

access to businesses throughout the downtown and across the Corridor and Central Expressway.

The EIR/EIS should consider the impact of the Project on pedestrian access and circulation and the Project should not adversely impact the existing at-grade pedestrian system in terms of access, safety and convenience.

Gateway Impacts

The community has identified Moffett Boulevard as an important gateway into downtown. The City's General Plan update process will likely include public streetscape improvement recommendations along Moffett Boulevard leading into downtown.

The EIR/EIS should consider the impact of the Project on the gateway status of the Moffett Boulevard/Castro Street/Central Expressway intersections, and the Project should not detract from potential gateway improvements and opportunities in this area.

MOUNTAIN VIEW TRANSIT CENTER

Caltrain Station and Service Integration Issues

The existing downtown transit station and service are a vital component to the City's existing transportation system. The station includes stops for Caltrain, Caltrain Baby Bullet, VTA Light Rail, VTA buses and private shuttles. Maintaining the level of service at the Mountain View Transit Center, both during and after construction of the Project, is essential to the City. The City also has a large investment in the station, including the construction in 2002 of a re-creation of the original downtown train station located in Centennial Plaza, adjacent to the Transit Center.

The EIR/EIS should consider the impacts of the Project on the various transit services provided at the Downtown Transit Center (both during and after construction) and the Project should not adversely impact the convenience or level of service of the station. The station and Centennial Plaza area should be kept at-grade with easy vehicular, pedestrian and bicycle access.

Downtown Caltrain Station Parking Lot

The 330-space Caltrain parking lot is full by 8:00 a.m. every weekday morning. The City provides an additional 60 temporary parking spaces nearby which are also full by early morning. Additional parking is urgently needed for transit service to flourish.

The EIR/EIS should consider the impact to the existing Downtown Caltrain Station parking lot. The Project should preserve the parking lot for a future 600- to 700-space

parking structure. The City has funded and entered into a contract with the VTA for their consultants to perform environmental clearance and preliminary engineering for a parking garage at the station. The track alignment should not prohibit construction of the parking garage but should integrate it into the design of any station reconfiguration.

RENGSTORFF AVENUE

Grade Separate Rengstorff Avenue

The City performed a grade separation feasibility study at Rengstorff Avenue with the Council adopting the option to maintain the tracks at their current elevation while depressing Rengstorff Avenue. In May 2008, the Council selected the completion of the Rengstorff Avenue grade separation environmental study as one of the highest Council goals for Fiscal Year 2008-09.

The EIR/EIS should assume the Council-selected option of depressing Rengstorff Avenue below the at-grade tracks.

Maintain Access at Rengstorff Avenue

The community in this area walks, bikes and drives to the adjacent Rengstorff Park and community center, many crossing Central Expressway, and it is important that safe access is maintained.

The EIR/EIS should consider impacts of the Project on vehicle, pedestrian and bicycle access at the Rengstorff Avenue grade separation. The Project should provide safe vehicle, pedestrian and bicycle access.

JJ/9/PWK
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Attachment 2

CITY OF MOUNTAIN VIEW
MEMORANDUM

DATE: February 18, 2009

TO: Cathy R. Lazarus, Public Works Director

FROM: Michael A. Fuller, Assistant Public Works Director

SUBJECT: RENGSTORFF AVENUE RAILROAD GRADE SEPARATION FEASIBILITY STUDY BACKGROUND

The purpose of this memo is to provide background on the Rengstorff Avenue grade separation feasibility study to aid the City Council's consideration of California high-speed rail topics.

BACKGROUND

On April 23, 2002, the City Council received a presentation of five grade separation alternatives prepared by the County of Santa Clara as part of the County's expressway planning study. The alternatives included:

1. Depressing Rengstorff Avenue under the tracks and Central Expressway.

2. Elevating Rengstorff Avenue over the tracks and expressway.

3. Combination of depressing Rengstorff Avenue and elevating the tracks and expressway.

4. Elevating the tracks and expressway over Rengstorff Avenue.

5. Elevating Rengstorff Avenue over the tracks and expressway with an at-grade loop ramp (variation of Alternative 2).

A concept that would lower the tracks under Rengstorff Avenue was reviewed and rejected by the County as impractical. Because the track slope must be no steeper than 1 percent, approximately 2,500' of depressed ramp would be required on each side of Rengstorff Avenue. Such a ramp approaching from the east would have to start on the east side of Permanente Creek, requiring that the creek be relocated or the train placed under the creek.

At the Study Session, Council expressed concerns that elevated structures create barriers and are disruptive to the community. On July 9, 2002, Council authorized the Mayor to send a letter to the County Board of Supervisors supporting the Rengstorff Avenue grade separation, expressing interest in the alternative that depresses Rengstorff Avenue under the tracks and expressway, and urging the County to include the project as a high priority in the County-wide Expressway Planning Study Capital Improvement Program. Council also approved additional study of depressing Rengstorff Avenue to define impacts to businesses and homes, determine right-of-way requirements, bicycle and pedestrian linkages, prepare cost estimates and identify potential funding programs. On October 10, 2002, the City contracted with Parsons for a feasibility study.

FEASIBILITY STUDY

Parsons studied two alternatives for depressing Rengstorff Avenue. Alternative A keeps the tracks at the current elevation and depresses Rengstorff Avenue approximately 23' and Alternative B, included at the request of the Peninsula Corridor Joint Powers Board (PCJPB), depresses Rengstorff Avenue approximately 15' and raises the tracks approximately 8'. Both alternatives provide for two lanes of through traffic, sidewalks and bike lanes on Rengstorff Avenue. Central Expressway is depressed in both alternatives to meet Rengstorff Avenue. Both alternatives also allow full build-out of the railroad to four tracks. Alternative A was projected to cost $45 million and Alternative B $43 million (2004 dollars). Exhibits of both alternatives from the feasibility study are provided as Exhibits 1 and 2.

Findings of the feasibility study include:

Traffic

Both alternatives eliminate the at-grade railroad crossing and significantly improve the operation of the Rengstorff Avenue/Central Expressway intersection.

Leland Avenue and Crisanto Avenue Pedestrian Connection

A Rengstorff Avenue underpass closes vehicle access from Crisanto and Leland Avenues at Rengstorff Avenue. A pedestrian overcrossing would provide pedestrian access across Rengstorff Avenue.

Right-of-Way Impacts

Lowering Rengstorff Avenue affects a maximum of six properties under Alternative A. The six parcels include two residential properties, a vacant City lot, grocery store, a

parking lot for the grocery store and a gas station. Alternative B will require the acquisition of four properties and avoid having to acquire one residential property and a vacant City lot.

Preferred Alternative

The feasibility report concluded that either Alternative A or Alternative B would be feasible and that the alternative closest to the concept preferred by the Council is Alternative A.

Staff presented the results of the feasibility study to Council at a November 4, 2004 Study Session. The Executive Summary from the feasibility study is provided as Exhibit 3.

EVENTS SINCE THE COMPLETION OF THE FEASIBILITY STUDY

Staff continues to monitor funding opportunities and coordinates with the Valley Transportation Authority (VTA) and PCJPB to assure the Rengstorff Avenue grade separation project remains on active priority lists. The City has also submitted Federal funding requests to its congressional representatives.

Environmental review of the project is Council's 2008-09 major goal with a $250,000 budget in the 2008-09 Capital Improvement Program. The City has not retained an environmental consultant because, with passage of the high-speed rail bond measure in November 2008, the California High-Speed Rail Authority will be completing the environmental review for all grade separations along the rail corridor.

Prepared by:

Michael A. Fuller
Assistant Public Works Director

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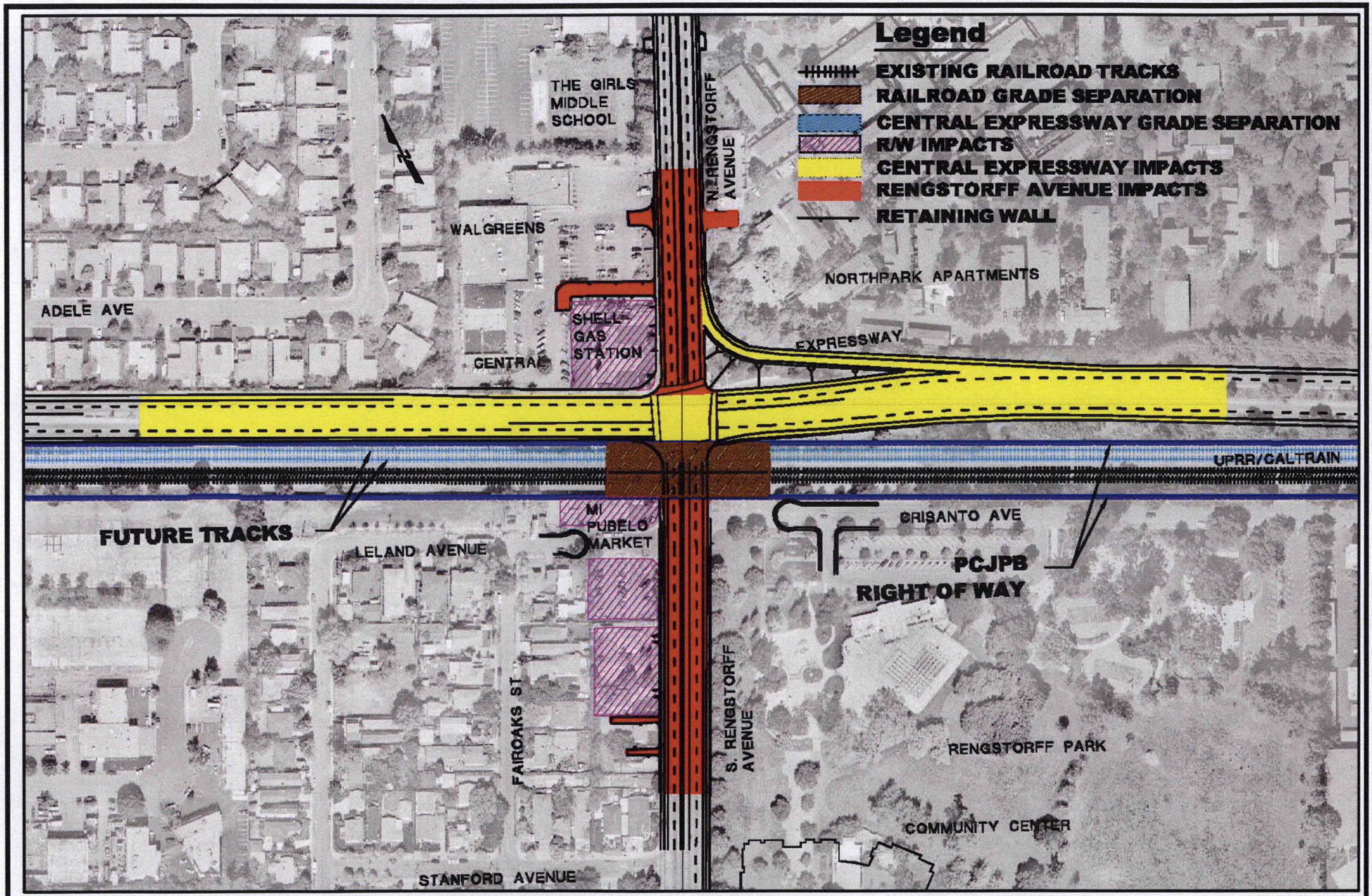
905-02-18-09M-E^

Attachments: Exhibit 1: Feasibility Study—Alternative A
Exhibit 2: Feasibility Study—Alternative B
Exhibit 3: Feasibility Study Executive Summary

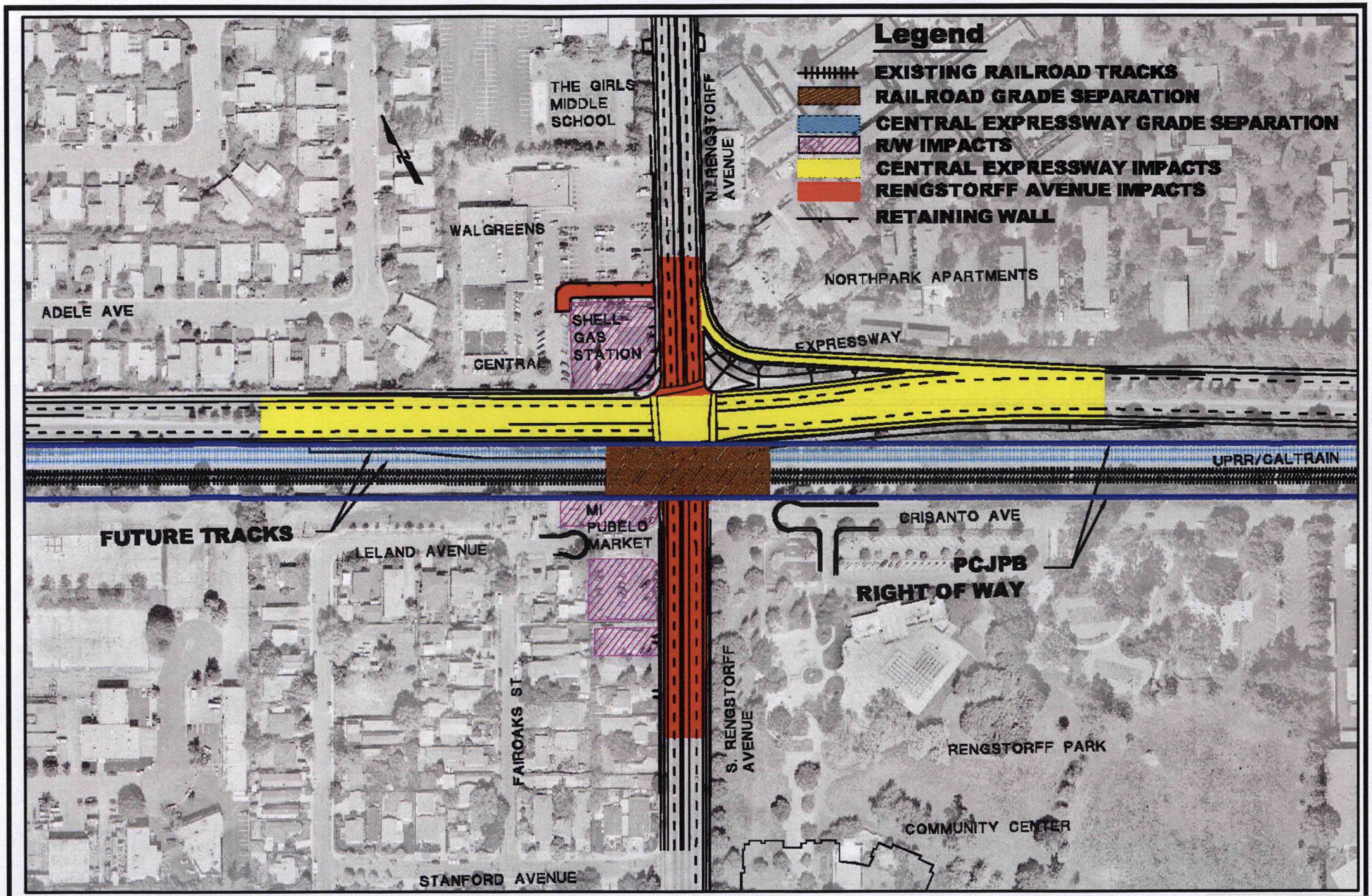
APWD—Fuller, TPM, DE, ACE—Chou, F/c (w/a)



DEPRESSING RENGSTORFF AVENUE UNDER THE TRACKS ONLY (23'±)

FEASIBILITY STUDY - ALTERNATIVE A

EXHIBIT 1



DEPRESSING RENGSTORFF AVENUE UNDER THE TRACKS (15'±) / ELEVATE TRACKS (8'±)
FEASIBILITY STUDY - ALTERNATIVE B

EXHIBIT 2

EXHIBIT 3

Executive Summary

Traffic flows and queuing pattern at the Rengstorff Avenue and Central Expressway intersection are indicative of very poor intersection operations during the peak hour traffic period due to the proximity of the railroad tracks to the intersection. A Rengstorff Avenue grade separation at Central Expressway and the Caltrain tracks would reduce traffic delays, enhance vehicle and pedestrian safety, and contribute to improved train operations on the Peninsula. Notwithstanding these improvements, the City of Mountain View would like to develop a grade separation that minimizes right of way impacts, accommodates future development, and is fundable.

On April 23, 2002, City Public Works Department staff presented to the Council an overview of the Rengstorff Avenue/Central Expressway grade separation concepts that were prepared by the County. As part of the County-Wide Expressway Planning Study, the County's engineering consultant developed five grade separation alternative concepts, which were presented at a City Council study session. The five concepts consisted of:

1. Depressing Rengstorff Avenue under the railroad tracks,
2. Elevating Rengstorff Avenue over the railroad tracks and Central Expressway,
3. A combination of depressing Rengstorff Avenue and elevating the tracks and Central Expressway,
4. Elevating the tracks and Central Expressway over Rengstorff Avenue, and
5. Elevating Rengstorff Avenue over the tracks and Central Expressway with an at-grade loop ramp (variation of Concept 2).

Appendix F contains the study session report and a conceptual drawing of each alternative. In each concept, the railroad tracks and Central Expressway were grade-separated from Rengstorff Avenue. At the conclusion of the staff presentation, the Council expressed concerns that an option of an elevated structure would create a physical barrier and become a continuous disruption to the community. Council emphasized a strong preference for depressing Rengstorff Avenue under the railroad tracks and directed staff to evaluate the feasibility of depressing Rengstorff Avenue under the railroad tracks and Central Expressway.

On July 9, 2002, the Mountain View City Council unanimously endorsed a grade separation for the intersection of Central Expressway and Rengstorff Avenue based on information contained in the County's Expressway Study. The adopted grade separation concept, developed as part of the County's Expressway Study, was an underpass that lowers Rengstorff Avenue under both Central Expressway and the Caltrain tracks. The proposed design also included a single-point urban interchange to replace the existing at-grade intersection at Central Expressway and Rengstorff Avenue.

In November 2002, the City retained under contract Parsons Transportation Group (San Jose) to prepare a feasibility study for the Rengstorff Avenue underpass, which would build on the County's concept. The initial development of this feasibility study involved reviewing the County's concept and documenting this review in an *Interim Status Report*. The *Interim Status Report* determined that the County's concept had become infeasible in light of the 4-track alignment contemplated by the Peninsula Corridor Joint Powers Board (PCJPB). The County's concept conflicted with the 4-track alignment since the eastbound Central Expressway off-ramp was aligned on existing PCJPB right of way. PCJPB would utilize all of its existing right of way for the two new additional tracks proposed north of the existing tracks.

The *Interim Status Report* briefly reviewed a variation of this alternative, which shifted Central Expressway to the north to avoid conflicts with the PCJPB right of way. However, this variation was also deemed infeasible because of impacts to 11 residential properties and a shopping center on the north side of Central Expressway. Consequently, another concept was considered that entailed a different intersection configuration than the previous concepts. Similar to the two previous concepts, this concept would grade separate Rengstorff Avenue from the Caltrain tracks by depressing Rengstorff Avenue under the tracks. However, Central Expressway would also be depressed to meet Rengstorff Avenue, creating a lowered at-grade intersection.

Although this concept maintains an at-grade intersection of Rengstorff Avenue at Central Expressway, it eliminates the existing conflict between Caltrain and vehicular traffic, which improves overall traffic operations. In addition, it is a considerably lower cost option than the County's original concept ($25–$26 million vs. $40–$60 million, construction costs excluding right of way costs). Based on this information, staff advised Council in a memo attachment to a Council Report dated October 14, 2003 that this concept would be carried forward for further analysis in the feasibility study.

The concept assumed that the railroad track would remain at the existing grade due to the City's concern regarding the aesthetics of raising the railroad. However, coordination meetings with the PCJPB revealed that they had developed a railroad profile in which the tracks could be raised a maximum of 8 feet from the existing elevation to minimize the depth the roadway will have to be lowered without impacting the San Antonio Station to the west or Permanente Creek to the east. Implementing the raised railroad profile may significantly reduce right of way impacts and construction costs. Therefore, it was determined that raised railroad profile should be considered as well as maintaining the railroad profile as existing.

The feasibility study considers two alternatives. Both alternatives will grade separate Rengstorff Avenue from the Caltrain tracks by depressing Rengstorff Avenue under the tracks. Central Expressway would also be depressed to meet Rengstorff Avenue, creating a lowered at-grade intersection. The difference in the two alternatives involves the elevation of the tracks. In Alternative A, the Caltrain tracks will remain at their existing elevation. Conversely, Alternative B will elevate the Caltrain tracks approximately 8 feet. The concept of the raised tracks was proposed by PCJPB to minimize the depth the roadway will have to be lowered and to reduce right of way impacts and construction costs.

Proposed Condition. The proposed typical section for Rengstorff Avenue includes two through-lanes for each direction where the outside through-lane is a shared right turn. Left turn lanes will be provided, as well as bike lanes and sidewalks. The horizontal alignment for Rengstorff Avenue follows the existing alignment. The vertical alignment of Rengstorff Avenue will descend under the railroad bridge underpass between Stanford Avenue and the Saint Athanasius Church rectory with a maximum grade of 7%. The roadway is depressed to a maximum depth of 23 feet for Alternative A and 15 feet for Alternative B. Retaining walls will be located behind the sidewalk on both sides of the roadway.

Central Expressway will have two through-lanes and a shoulder in both directions. Left and right turn lanes will be proposed in the eastbound direction. In the westbound direction, double left-turn lanes will be proposed along with a free-right turn lane. Central Expressway intersects Rengstorff Avenue at a lower elevation, thus creating a depressed intersection. The change in vertical alignment is longer for Alternative A, 900 feet east and west of Rengstorff Avenue versus 740 feet for Alternative B. The maximum grade for Central Expressway is about 5%. Retaining walls are located behind curbs, with the exception of the northwest quadrant where the walls are constructed behind the sidewalk.

Current vehicular access at Leland Avenue and Crisanto Avenue to and from Rengstorff Avenue will be eliminated due to the depressed roadway. Access to the parking lots at Rengstorff Park will be maintained at Crisanto Avenue and at Rengstorff Avenue, south of Stanford Avenue. A pedestrian overpass is proposed near Leland and Crisanto avenues in order to provide the neighborhood on the west side of Rengstorff Avenue access to Rengstorff Park. The structure will span over the roadway from the back of sidewalk to back of sidewalk. The ramps, leading to the pedestrian overpass, will tie into the existing sidewalk on the north side of Leland Avenue and the south side of Crisanto Avenue.

PCJPB currently has future plans to expand the railroad corridor to 4 tracks. The two additional tracks are proposed on the north side of the existing tracks. The existing northbound track will remain in place while the southbound track will be shifted 2 feet south in order to obtain the preferred spacing of 15 feet between tracks. For Alternative B the railroad profiles will begin ascending immediately east of the San Antonio Station and peak at approximately the Rengstorff Avenue underpass. After the underpass, the profile remains at a zero percent grade and conforms to the existing track elevation east of Permanente Creek. This profile maximizes the raising of the railroad without adversely impacting San Antonio Station to the west or Permanente Creek to the east.

Development of the grade separation will require an underpass structure for the railroad. A 4-span, precast-prestressed concrete box girder structure is proposed. The length of the bridge will be approximately 200 feet and the box girders will be 5 feet deep. The width of the bridge will be 70 feet which accommodates four tracks. A center bent will be located in the median island on Rengstorff Avenue and additional bents will be located west and east of the existing Rengstorff Avenue edges of pavement.

Retaining walls, ranging in height from 2 to 23 feet, will be required along the outsides of Central Expressway and Rengstorff Avenue in order to accommodate the lowered at-grade intersection. For Alternative B retaining walls are also necessary along the railroad corridor to support the elevated trackway. Architectural treatments will be added to the retaining walls as well as the underpass structure to enhance their appearance. Renderings have been prepared to illustrate a range of treatments that could be considered. Perspective illustrations have also been prepared to depict the appearance of the project after construction.

Considerations Requiring Discussion. The PCJPB intends to fully utilize their right of way in the future with plans for electrifying the rail line and adding two additional tracks north of the two existing tracks. These future improvements can be accommodated within the existing right of way for the railroad. Surrounding the project site is a mixture of commercial and residential areas with significant facilities including the Community Center and Northpark Apartments to the east and Shell Gas Station and Mi Pueblo Market to the west.

Due to the lowering of Rengstorff Avenue maintaining access to some properties becomes impossible after the grade separation is constructed. Therefore, these properties will be acquired. Six parcels are impacted by Alternative A as compared to four parcels for Alternative B. Additional right of way will be needed to accommodate sidewalks adjacent to Walgreen's shopping area and Shell gas station and along Rengstorff Avenue, where a separated sidewalk is required to comply with the *Americans with Disabilities Act Accessibility Guidelines* (ADAAG). Several driveways will also be impacted

Many of the existing utilities will need to be relocated due to the lowering of Rengstorff Avenue and Central Expressway including storm drain, sanitary sewer, water, street lighting, electric, gas, and fiber optics cable. A pump station will also be required to evacuate storm water from the low point and pump it to the nearby City storm drain system. It is proposed to locate the pump station on the northwest corner of Rengstorff and Leland avenues.

In order to minimize the impact of the grade separation construction on vehicular traffic and train operations the construction needs to be divided into stages. A 4-stage construction plan is proposed. The north half of the underpass bridge along with the two northerly tracks will be constructed in Stage 1. The south half of the bridge and improvements to Central Expressway and Rengstorff Avenue will be constructed in Stages 2 and 3. Minor clean up operations will be performed in Stage 4.

Based on the findings of the Environmental Scan, it appears that the appropriate environmental document for the Rengstorff Avenue Grade Separation project under either alternative would be a Categorical Exclusion/Exemption (CE/SE) with studies. It is recommended that the leading agency conduct a pro-active public outreach as the concepts are developed to ensure early identification and resolution of emerging community issues.

Conclusions. Both Alternatives A and B considered in this study would result in reduced traffic delays, enhanced vehicle and pedestrian safety, and improved train operations. Future development is also accommodated since both alternatives provide for PCJPB's future improvement plans, such as electrification and a 4-track alignment. The traffic analysis also revealed that with the grade separation, the Rengstorff Avenue/Central Expressway intersection can be expected to operate at an acceptable level of service in the foreseeable future assuming 1%–2% annual traffic growth. Specifically, the intersection is expected to operate at LOS D in Year 2015 and LOS E in Year 2030.

Where the alternatives differ is in the geometrics, right of way impacts, and project costs. While Alternative A provides a grade separation without elevating the railroad, it impacts additional properties and is more expensive to construct. However, the difference in costs between Alternatives A and B is only about $2 million or approximately 5% of the $43-45 million project costs. Consequently, deciding between the two alternatives may

boil down to determining if the right of way impacts or visual impacts should be minimized. Estimates of probable costs were prepared for both Alternatives A and B and these estimates are summarized in the table below.

Estimate of Probable Project Costs

Item No.	Work Description	Alternative A	Alternative B
1.0	Structures	$2,190,000	$2,330,000
2.0	Railroad	$8,950,000	$10,800,000
3.0	Roadway	$9,060,000	$6,100,000
	Construction Subtotal	**$20,200,000**	**$19,230,000**
	Mobilization (10%)	$2,020,000	$1,930,000
	Contingency (20%)	$4,040,000	$3,850,000
	Construction Total	**$26,260,000**	**$25,010,000**
	Design (10%)	$2,630,000	$2,510,000
	Amtrak (10%)	$2,630,000	$2,510,000
	Construction Management (15%–18%)	$3,940,000	$4,510,000
	PCJPB Staff Costs (3%)	$790,000	$760,000
	Construction + Soft Cost Subtotal	**$36,250,000**	**$35,300,000**
4.0	Utilities	$2,040,000	$1,890,000
5.0	Right of Way	$6,790,000	$5,680,000
	PROJECT TOTAL	**$45,080,000**	**$42,870,000**

While the transportation funding outlook is not very favorable at the moment, the City of Mountain View should continue to monitor funding programs and coordinate efforts with agencies in the region to program the project. Project readiness is often a significant factor in ranking potential projects for funding. Therefore, by preparing this feasibility study the City is well-positioned to compete for funding once the economy rebounds.

DRAFT

Attachment 3

We are the mayors of XXXX (are you going to list them by name or by number count?) cities on the San Francisco Bay Area Peninsula whose xxxx (put population total here? That might be impressive) residents last November approved, by a significant majority, Proposition 1A, the High Speed Rail Bond Measure. In response to your request for input, our individual cities are preparing comments describing specific and localized concerns about the possible impacts of the HSR on our communities. We are also preparing suggestions for mitigations.

We have discovered that our cities share many similar concerns. The purpose of this joint letter is to share these concerns with you and to express our strong belief that particular care must be taken to integrate the HSR into the living fabric of the Peninsula, where the proposed HSR would pass through a densely-built and urbanized environment that is substantively different from most of the HSR's impact area..

As you know, many of our cities are built along the Caltrain right-of-way. These cities have grown and developed thriving downtowns and increasingly dense residential development to be aligned with the SB 375 mandate to develop an integrated land use/transportation strategy. We are united in requesting that urban design be as high a priority in the planning of the HSR as engineering considerations.

The concerns that our cities share include:

- protecting the walkable, bikeable nature of our communities
- ensuring that the parts of our cities on opposite sides of the HSR tracks are not disconnected from each other, physically or visually
- keeping local road crossings open
- maintaining Caltrain and Baby Bullet local service that meets our residents' needs

We respectfully request that the High Speed Rail Authority, its design team from HNTB, and Caltrain, work with us to develop optimal urban design alternatives to be included in the scope of the EIR/EIS, with those alternatives including a below-grade, tunnel ~~or~~ and trench option. We hope that together we can craft a process to achieve that goal. As a first step, we would like to meet with the HSR Authority before the close of the scoping report to ensure our concerns are understood and that the alternatives analyzed will address them.

delete if granted

We also request a 30-day extension to the EIR/EIS scoping comment deadline to allow our residents to fully express their thoughts.

The HSR will be a legacy project that will last for generations and help fulfill California's sustainability goals. We look forward to working with you to achieve our mutual goals for our communities in this new era of transportation.

Sincerely,

To the High Speed Rail Authority

The City of Mountain View has long been an example of the best of smart growth design in the country with multi-family housing built and planned around mass transit, employment and its urban/suburban core. To that end, the City of Mountain View is uniquely the densest city along the proposed route of the High Speed Rail route, second only to the City of San Francisco. Fully 65% of our MV residents live in multi-family housing. In this environment, the City has built a community of diversity, inclusion and livability through its own investments as well as shared public and private partnerships.

Hundreds of Millions of US Dollars of public and private development monies have been invested into our City Center, the Downtown Mountain View area. The Downtown Mountain View experience is a sought after venue for commerce, for living and as transit access for Caltrans, light rail, incrementally funded with a sizeable city investment and the workhorse VTA buses. That Downtown Mountain View experience is a reality today for tens of thousands of residents, employers and employees that live, work, learn and play in the Downtown Mountain View City Center.

This effort has been years in the making and we must promote the smart installation of "high speed rail" so that these hundreds of millions

SAMPLE LETTER SUBMITTED BY COUNCILMEMBER MACIAS AT THE MEETING

of public and private investments are not wasted due to a state authority that may consider our small city irrelevant. Our diverse, highly dense city of 73,000 residents and 100,000 employees must not be split apart or destroyed due to one size fits all rail design.

Instead we encourage you to look the City of Mountain View to be the model for integration of "high speed rail" within the Peninsula cities. And that is the true essence of smart growth.

Best regards,

Margaret Abe-Koga

Mayor, City of Mountain View

Mountain View City Councilmembers